

THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

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Hunt, Rhodes named group commanders

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

Col. Howard P. Hunt III and Lt. Col. Paul J. Rhodes have been selected as the wing's newest group commanders by Brig. Gen. Richard W. Ash, Kentucky's assistant adjutant general for air.

Hunt assumed command of the 123rd Logistics Group on Oct. 17, and Rhodes officially accepted control of the 123rd Operations Group on Oct. 25.

Ash praised both men for their leadership and depth of experience.

"Col. Hunt has a tremendous amount of experience in the maintenance arena, and he has a strong ability to work with people to reach a consensus on ways to deal with logistics challenges," Ash said.

"Lt. Col. Rhodes also has a great depth



HOWARD P. HUNT III



PAUL J. RHODES

of experience and knowledge, as well as a keen ability to maintain a professional distance in a command position and yet be sympathetic to the needs of the people under his command."

Col. Hunt, who most recently was the Kentucky Air Guard's executive support staff officer, began his military career in 1974 with an Air Force ROTC commission from Texas Christian University.

After a tour of active duty at Richards-Gebauer Air Force Base, Mo., Hunt joined the Kentucky Air Guard as wing executive officer in 1975.

During his tenure with the unit, he has served as a management analyst and the base training and education officer, as well as chief of both avionics and maintenance control.

As commander of the Logistics Group, Hunt will be responsible for the management of aircraft maintenance and supply, as

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Construction slated to begin this month on Aerial Port site

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

Construction is slated to begin here this month on a new \$3,715,000 home for the 123rd Aerial Port Squadron.

The 39,000 square-foot structure, which actually will be an addition to the Operations Building, also will house the 123rd Special Tactics Flight and the 123rd Airlift Control Flight.

But the facility's most eager tenants will no doubt be the aerial

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Wing ready for 'Millennium Bug'

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

Y2K doomsday scenarios may be the stuff of recent television "movie events," but base officials expect the so-called millennium bug to have little impact on the Kentucky Air National Guard.

"We've tested every functional area on the base, and we're in excellent shape," said Maj. Mary McCallie, commander of the 123rd Communications Squadron and the wing's Y2K coordinator.

A few minor pieces of equipment still need to be updated — a central control panel for the base heating and air conditioning system, for example — but nothing that would affect the wing's ability to perform its mission, McCallie said.

The millennium bug is a computer glitch that could prevent some programs or com-

puter-controlled equipment from operating properly after midnight on Dec. 31.

Since many older programs use just two digits to keep track of the year, computers that use such software could think the upcoming year is 1900 instead of 2000, potentially causing any number of problems.

To ensure that all KyANG equipment will operate properly on New Year's Day, McCallie and a team of 20 functional specialists have spent nearly a year developing and implementing a basewide testing program that covers everything from gas pumps to avionics.

"We looked at anything on base that used electricity or had some sort of date-time function, to find out if it would work when the year rolled over," McCallie said.

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Holidays give us time to reflect on our mission and the importance of family



As we approach the holiday season, it's time to step back and reflect on who we are and what we do.

Our vision statement reads:

A powerful, harmonious military organization comprised of proud citizens, dedicated to the profession of arms, prepared to successfully wage war, and provide world class service to community, state and nation.

During the past year, you have been all over this nation and, in fact, the world in support of every imaginable type of mission, from training operations to real-world contingencies.

Approximately 315 of you participated in Operation Joint Forge at Ramstein Air Base, Germany, supporting our ongoing commitment to Bosnia; 108 folks deployed to Panama for Coronet Oak; 165 are scheduled to support our three-month Aerospace Expeditionary Force commitment in



Col. Bill Leslie
123 Airlift Wing Commander

Oman; and 21 personnel have supported various other AEF commitments in Southwest Asia.

You've deployed as units and, many times, alone. You've been deployed dur-

ing birthdays, anniversaries, Thanksgiving, Christmas, and other holidays and special occasions.

You have utilized 39,654 workdays, over and above UTA days, this year.

Including UTAs, that's an average of 57 days for every individual in this unit — almost two months per individual.

And most of those additional days have been either directly or indirectly supporting humanitarian efforts, helping people in need.

You are powerful, proud, prepared, and providing world class service. You are everything our vision statement says we want to be.

I cannot thank you, your families, or your employers enough for what you do, for the sacrifices that you make.

Take this time to be with, enjoy, and appreciate your family and friends who support you in all you do.

Have a very happy, and safe, holiday season.

Col. Bill Leslie

Commander's Hotline

The 123rd Airlift Wing has a Commander's Hotline for comments, suggestions and concerns.

On base, dial 4400, extension 8.

Off base, call (502) 364-9400, extension 8.

This funded Air Force newspaper is published for members of the military services. Contents of The Cargo Courier are not necessarily the views of the U.S. Government, the Department of Defense or the Air Force.

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If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is Dec. 21.

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Wing sets record with charity fund-raiser

\$38,000 collection surpasses 1998-99 mark by 34 percent

**By 2nd Lt. Dale Greer
Wing Public Affairs Officer**

The Kentucky Air Guard set a new benchmark for charitable donations Nov. 16 when its 1999-00 Combined Federal Campaign concluded after raising nearly \$38,000.

"The results were absolutely outstanding," said. Lt. Col. Rich Frymire, who helped coordinate the base fund drive.

"We broke all the records this year with our gift-giving."

This year's donations exceed the \$30,500 goal by a wide margin, Frymire noted, and outstripped last year's tally of \$28,422 by a whopping 34 percent.

In fact, the wing's donations placed it among the top five federal agencies in the area for the first time.

Frymire attributed the increase to a heightened emphasis on what campaign organizers call "leadership gifts." These are individual donations of at least \$750 that publicly demonstrate an organization's commitment to the effort and serve as a role model for others.

"We did really well this year with our leadership giving — those were the people who came through," Frymire said. "And that, in turn, prompted others to dig a little deeper and help the less fortunate folks in our community."

The Combined Federal Campaign is a sort of charity-fund manager, collecting and distributing the donations of federal employees to nearly 1,300 public service agencies across the country.

Col. Michael Harden, KyANG executive support staff officer, served as CFC chairman for the Louisville-Southern Indiana area. The regional effort also exceeded its 1999-00 goal, which was \$1,175,000.

"It's gratifying to know there are so many unselfish and generous people in Louisville and the surrounding area — and especially at the Kentucky Air National Guard, which surpassed last year's gift total by nearly \$10,000," Harden said.



Photos by Master Sgt. Charles Simpson/KyANG

CFC organizers Dave Duggins, far left, and Pam Ottersbach, far right, celebrate the campaign's completion with some of the KyANG members who donated at least one hour's pay per month. From left to right: Master Sgts. Janet Stevenson and Steve Hatfield, Staff Sgts. Latonia Trowell and Michelle Holcomb, Master Sgts. Ralph Barney and Laura Crowder, Tech Sgt. Bob Geary Jr., Chief Master Sgt. Rick Cwiak and Tech. Sgt. Karen Hewitt.



The Kentucky Air Guard's 1999-00 Combined Federal Campaign was organized by Lt. Col. Rich Frymire, base coordinator; Staff Sgt. Latonia Trowell, wing headquarters representative; Pam Ottersbach, CFC manager; Col. Michael Harden, CFC chairman for the Louisville-Southern Indiana region; Tech. Sgt. Bob Geary Jr., logistics group representative; Tech. Sgt. Anne Deschane, operations group representative; and Dave Duggins, CFC liaison.

Wing participating in Governor's Inaugural Parade

The 123rd Airlift Wing will be participating in Gov. Paul Patton's inaugural festivities Tuesday in Frankfort.

The KyANG color guard will march in the Inaugural Parade along with about 40 other wing members, who will comprise a marching squadron.

Combat controllers from the 123rd Special Tactics Flight and the 1999 Airmen and First Sergeant of the Year also are scheduled to appear.

The unit's participation won't, however, be limited to ground forces.

A Kentucky Air Guard C-130 is slated to make a fly-over.

Following the parade, KyANG members will participate in the governor's Oath of Office Ceremony and the Inaugural Ball.

Dates announced for 2000 UTAs

Next year's unit training assembly dates for the Kentucky Air National Guard:

January	8-9
February	5-6
March	4-5
April	8-9
May	20-21
June	10-11
July	15-16
August	12-13
September	9-10
October	21-22
November	18-19
December	2-3

All members must participate in scheduled UTAs unless attending a split or rescheduled UTA as authorized by their commanders.

Commanders

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well as all related support functions.

Hunt's awards and decorations include the meritorious service medal, the Air Force commendation medal, the Air Force achievement medal with one oak leaf cluster, the military outstanding volunteer service medal and the Kentucky distinguished service medal.

In addition to a bachelor of arts in political science, Hunt also holds a masters degree in public administration from Kentucky State University.

Lt. Col. Rhodes, who has served as commander of the Kentucky Air Guard's 165th Airlift Squadron since 1997, began his Air Force career with an active-duty commission in 1972.

After completing navigator and bombardier training, he was assigned to Wurtsmith Air Force Base, Mich., where he served as

a radar navigator aboard the B-52.

When Rhodes' active-duty tour concluded in 1976, he joined the Kentucky Air National Guard as an RF-4C weapons system operator. By March 1992, Rhodes had made the transition to C-130s along with the rest of the wing, and he was named commander of the 165th Operations Support Flight.

In his new role as commander of the operations group, Rhodes will be responsible for overseeing all flying operations, as well as the 123rd Aerial Port Squadron and the 123rd Special Tactics Flight.

He is a master navigator with more than 4,500 flying hours in the T-29, B-52D/F/H, RF-4C and C-130 B/E/H.

Rhodes' decorations include the Air Force commendation medal with one device, the combat readiness medal with eight devices, the humanitarian service medal and the NATO medal.

The New Albany, Ind., native holds a bachelor of arts in history from St. Meinrad College in St. Meinrad, Ind.

Aerial Port seeking toys, clothes, diapers

The 123rd Aerial Port Squadron is collecting toys, clothing and disposable diapers for two Louisville charities.

The Franciscan Shelter House is seeking new or used adult clothing and new or nearly new toys (excluding guns and stuffed animals) for distribution to the city's less fortunate this holiday season.

The second charity, The Home of the In-

nocents, has requested medium, large and extra-large disposable diapers.

The non-profit organization, which serves more than 1,000 children each year, uses nearly 800 diapers each day.

Donations may be dropped off at the squadron's clamshell hangar.

Diapers will be accepted through the January unit training assembly.

Promotions & honors

The following individuals have been promoted to the rank indicated as members of the Kentucky Air Guard:

AIRMAN 1ST CLASS (E-3)

•Darjanikk Smith,
123rd Logistics Sq.

SENIOR AIRMAN (E-4)

•Larry Burba,
123rd Aircraft Generation Sq.

•Jason Craig,
123rd Aircraft Generation Sq.

•Connor Middleton,
123rd Aircraft Generation Sq.

•Andrew Waggoner,
123rd Aircraft Generation Sq.

STAFF SERGEANT (E-5)

•James Fox,
123rd Logistics Sq.

•Neal Jones,
123rd Medical Sq.

•Heather Miller,
123rd Logistics Sq.

•James Richey Jr.,
123rd Logistics Sq.

LIEUTENANT COLONEL (O-5)

•Ralinda Gregor,
Headquarters, KyANG

BRIGADIER GENERAL (O-7)

•Richard Ash,
Headquarters, KyANG

ESGR offers protection, services to the Guard

By Maj. Steve Bullard
KyESGR Executive Director

Most members of the Kentucky Air Guard are aware of the civilian job protection provided by federal law when they perform National Guard duty.

Many of you also know the Department of Defense has created an all-volunteer "watchdog" group of civilian and military leaders to assist you when you need information or have a problem with your employer — the national and state committees for Employer Support of the Guard and Reserve.

Ombudsman services are at the heart of the ESGR program. They are the main reason for its founding in 1973 and are always the top priority.

Although federal law protects Guard members' jobs while on they're on federal duty, the same laws do not cover state active duty — recalls or voluntary duty under state orders in response to hurricanes, floods, tornadoes or other natural disasters.

If you work in Kentucky, however, you are covered for state active duty by one of the finest state laws in the nation.

The Kentucky ESGR provides other services besides acting as an ombudsman. These include:

- Bosslift** — During the past six years, many of you have had the chance to send your employer (and perhaps accompany him or her) on a Bosslift.

Bosslifts give employers and civic leaders the chance to visit your unit, learn about your mission, meet your commander and gain a better appreciation of what you do and why you do it.

By far the KyESGR's most popular program, the committee has taken more than 1,600 people on Bosslifts since 1993.

The Kentucky Air Guard has played a major role in the Bosslift program, providing outstanding airlift and logistical support. On Nov. 10, KyESGR served as host to 66 participants in the seventh-annual Bosslift to the base here and the Air Force Museum at Wright-Patterson Air Force Base, Ohio. This same bosslift is held each October or November, so start looking for information on base in July or August 2000.

KyESGR sponsors other bosslifts, as well, including an annual three-day visit to an out-of-state location. Sites visited in-



Photo courtesy Kentucky ESGR

Ray Zavada, state chairman of Kentucky ESGR (LEFT) and Brig. Gen. Ed Tonini, KyANG chief of staff (RIGHT), present George Sotsky, chairman of Associated Industries of Kentucky, with the Pro Patria Award during a ceremony Nov. 5 in Louisville.

clude San Diego, Calif.; the Pentagon and Washington D.C.; San Antonio and many other military areas. The committee is tentatively looking at a three-day visit to Fort Benning, Ga., in the spring.

- Appreciation awards for employers** — You can nominate your employer for a Certificate of Appreciation from the Department of Defense, presented in an attractive DoD binder.

Nomination forms are available at the KyESGR Internet site (www.kyesgr.org), or you can request forms by calling (800) 745-3144.

In fiscal-year 1999, the committee awarded 156 appreciation certificates to Kentuckians.

- Higher awards** — The Pro Patria Award ("For the Nation" in Latin) is presented to one company in each state each year for outstanding support of its Guard and Reserve employees and the ESGR ideals.

KyESGR also offers State Chairman Awards — beautiful plaques for employers or civic leaders who go well above and beyond the call of duty.

To nominate someone for a higher award,

fill out the narrative on your nomination form, or simply the committee at the above number.

- Speakers bureau** — The committee offers speakers who can talk about your rights and the need for community support. We also can sponsor a "Briefing With The Boss" program for your unit, if your commander would like to invite your employers to breakfast, lunch or other get-together.

- Public awareness** — The committee sponsors TV, radio, newspaper and billboard advertising through the National Ad Council, and we feature many handouts you can give your employer. These handouts also are available on our Internet site.

- Mission One outreach program** — We'll send a representative of our committee to your unit to brief you on your rights and obligations and tell you more about our programs.

Please take advantage of these programs! They are there for your benefit.

For more information, call (800) 745-3144 or visit www.kyesgr.org. The site contains copies of both federal and state laws protecting your rights.

Anthrax misinformation putting troops at risk

Pilots' civilian flying careers not jeopardized by vaccine

**By Staff Sgt. Cynthia Miller
Air Force Print News**

WASHINGTON — Since the Department of Defense made vaccination mandatory, anthrax has become a hot topic of conversation.

Many service members — active, Guard and Reserve — may have jeopardized their military careers due to information gained from potentially unreliable sources. Pilots, lately the most visible challengers of the anthrax vaccination program, stand to risk the most.

Or do they?

"Much of our earning capacity as airline pilots occurs in the final years that we serve with the airline," said Brig. Gen. Myron Ashcraft, chief of staff, Ohio Air National Guard and a United Airlines pilot.

"For that reason, it is imperative that we reach age 60 — mandatory retirement age

— still able to pass a physical examination every six months."

In recent testimony before the House Armed Services Committee, Rep. Benjamin Gilman, said that "25 of the 48 pilots at Stewart Air National Guard Base, N.Y., have submitted resignations to be held in the event mandatory anthrax vaccination goes forward. Most of them happen to be airline pilots, very much concerned about their physical conditions following vaccination."

This statement speaks directly to a common rumor in the flying world that civilian airlines won't hire military pilots who have taken the anthrax vaccine.

"I have been a commercial airline pilot since 1978 and can assure you that anything that might jeopardize my career has my full attention," Ashcraft said.

But according to the general, the anthrax vaccination is a non-issue for commercial airlines and the Federal Aviation Administration's Aeromedical Certification Division.

Taking the anthrax shot has no effect on airline hiring and no effect on being granted

a civilian medical certificate, according to Ashcraft.

"United (Airlines) does not even ask if you have had the shots," he said.

So where can a pilot or service member turn for factual, objective information on anthrax and the vaccination?

One place is the Anthrax Tool Kit, sponsored by the U.S. Air Force Medical Service.

Although written for commanders to use when briefing members, the site provides information on medical deferrals, exemptions, frequently asked questions, religious waivers and consumer information.

The tool kit also offers a list of references and links to other objective, informative sites that address the history and dangers of anthrax, among other topics.

This site is currently restricted and must be viewed from a computer authorized for access to the ".mil" domain.

However, Air Force officials are working to release the site to the public domain.

Until then, the tool kit is available to military members at <http://sgwww.satx.disa.mil/moasgop/restricted/ccaindex.cfm>.

Changes recommended after basic training death

Air Force Print News

RANDOLPH AIR FORCE BASE, Texas — Based on the findings of a report into the death of an Air Force trainee, service officials are recommending procedural changes during basic military training.

The Air Force released a report of investigation into the death of Airman Micah J. Schindler, citing the cause of death as heat-stroke complicated by overhydration.

Schindler died Sept. 12, two days after he became seriously ill near the end of a 5.8-mile field march during basic military training at Lackland Air Force Base, Texas.

"I offer my sincere sympathy to Micah Schindler's family, friends and fellow trainees," said Gen. Lloyd W. "Fig" Newton, commander of Air Education and Training Command. "We lost a fine young man.

"Part of our responsibility is to provide the safest training environment possible consistent with effective training," Newton said. "This investigation found that our process was not fully adequate and changes are be-

ing made to improve safety controls."

As a result of this incident, Air Force medical experts sought out recent studies on the subject of water intoxication and excessive water consumption.

Water intoxication and the resulting low blood sodium levels lead to an increased tendency for internal organs, such as the brain and lungs, to rapidly absorb the excess water and swell.

This phenomenon played a critical role in the death of Schindler, according to the investigation.

The investigation also examined other field training practices with the objective of preventing loss of life or serious illness in the future.

This was the basis for the investigating officer's recommendation for procedural changes during basic military training.

They include:

- Increased instruction on heat related illness symptoms and the risks of over hydration
- Better procedures to help training in-

structors and medical personnel monitor the medical status of trainees

- Increased efforts to encourage trainees to identify personal or fellow trainee problems

- Automatic removal of trainees from field exercises for certain medical symptoms.

The general added that the 5.8-mile march has been moved to earlier in the day as part of scheduling changes made for Warrior Week training.

This will lessen the risk of heat illness by avoiding the hottest part of the day.

The investigation included interviews and statements from instructors, medics and many of the trainees who participated in the field march, as well as other medical and military training officials.

The investigation was completed with the objective of discovering and documenting all of the facts surrounding Schindler's death.

As with similar inquiries conducted by the Air Force, AETC officials said a follow-on investigation will be conducted into the issue of personal responsibility.

Commissary shoppers get more information from Web site

Air Force Print News

FORT LEE, Va. — Commissary shoppers can find out more about what their store offers in sales and service thanks to the new and improved Defense Commissary Agency Web site.

The site, now located at <http://www.commissaries.com>, has undergone a major redesign that makes it more customer-friendly, with several new features.

"This is not the same old Web site with just a new look," said Tim Ford, DeCA's director of public affairs. "Each of our commissaries now has the ability to post items of shopper interest on their store pages featured on our site."

Some of the new features include

- Interactive maps — Just click on the dot with your commissary's name and you'll be taken to that store's page. The stores also are listed by regions or alphabetically.

- Commissary pages — These list more than just hours of operation and phone numbers. Stores can highlight special services like delis, bakeries, pre-prepared home meal selections or fresh fish markets. They also can announce dates of truckload sales or post other special announcements.

- Directions — If you're new to an area, it's now easy to find the nearest commissary by following the driving instructions posted on your commissary store page.

- Food safety information and recipes

"We've done a lot of listening to our customers since our Web site went live two years ago, and the changes we've made are a result of what customers have told us," said Kaye Kennedy, DeCA's consumer advocate.

Service approves new exception for flyer's special duty save pay

Air Force Print News

WASHINGTON (AFPN) -- The Air Force has received approval for a Special Duty Assignment Pay save pay exception to the Career Enlisted Flyer Incentive Pay program.

The save pay option, which began Dec. 1 and lasts through February 2003, offsets any drop in overall special and incentive pay for airmen transitioning to CEFIP, until such time as CEFIP equals or exceeds the combined amount of special and incentive pay being received for flying duty.

The SDAP exception is in addition to the Hazardous Duty Incentive Pay save pay provision, which is already in effect for those members eligible to receive CEFIP payments.

Under the SDAP exception to policy, all SDAP offset payments end after 36 months; CEFIP equals or exceeds the HDIP plus SDAP amount received.

Beginning Jan. 31, no new members eli-

gible for CEFIP will be authorized SDAP, and existing SDAP will be paid at the appropriate offset rate.

CEFIP is a long-fought-for benefit that recognizes the professionalism, and unique skills of our career enlisted aviators, according to Lt. Col. Susan Cooley, chief of compensations and entitlements, headquarters Air Force. It provides an incentive to attract and retain individuals in aviation specialties.

CEFIP was approved for nearly 8,000 career enlisted flyers, as designated by the secretary of the Air Force.

They are now eligible to receive continuous flying incentive pay as long as they meet the prescribed operational flying gate requirements.

CEFIP is payable to those enlisted aircrew members at a rate ranging from \$150 to \$400, based on their total years of aviation service.

Six F-22s to be delivered in '02

By Staff Sgt. Cynthia Miller
Air Force Print News

WASHINGTON — The Air Force will acquire six test F-22 aircraft in 2002 with funds provided by Congress in the budget resolution passed Oct. 5.

The resolution also delayed production of the F-22 from December 1999 to December 2000, and cut funding by \$560 million to make the Air Force justify the F-22's cost and prove its technology.

"These six airplanes will be operational test and evaluation airplanes, because they come from research and development funds, but they will be production airplanes," said Maj. Gen. Claude Bolton, executive officer for fighter and bomber programs.

With an aging fleet of F-15s, and the ability of adversaries and allies to match technology, the Air Force has embarked on a modernization program to maintain its edge on military strength and air dominance.

According to Bolton, the F-15 is on par with four other aircraft, including the Russian MiG-29 and MiG-35, the French Mirage 2000 and the Eurofighter.

"There's only so much you can do after 30 years with an air frame," the general said of the Eagles.

The Air Force plans to buy 339 F-22 aircraft to replace the F-15 fleet. Bolton said he expects the F-22 to give the United States the edge in air dominance for the next 30 years or more.

The F-22, also called the "Raptor," is designed to face modern aircraft equipped with advanced air-to-air missile systems and fight against integrated air defense systems with improved surface-to-air capability.

"That is a threat we have not faced yet with the F-15," Bolton said. "And we don't want to, because the results would not be good."

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Y2K

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"We identified hundreds of items to be examined — the base telephone switch, Audix, the dial-in net server, all the aircraft systems, the programs we use in operations, contracting, civil engineering and finance.

"Even if it didn't have a date-time function, we had to at least show that we'd looked at it.

"That's a very big order," McCallie added, pointing to a three-inch thick binder containing the base Y2K contingency plan.

Some items — especially computer programs written and distributed by the military — were certified as Y2K-compliant by the Air Force.

But surprisingly, very little information was provided by the Air Force regarding Y2K compatibility of aircraft systems, said Tech. Sgt. Dave Pierce, quality assurance aircraft inspector with the 123rd Logistics Group.

"We had to do a lot of digging to determine the compliance of some of the systems," Pierce said.

"With many of them, we didn't know if there were any inherent date processing functions, but we went ahead and sought out some sort of Y2K compliance directive because the systems on an aircraft are so critical.

"We certainly didn't want to take any chances with someone's life."

McCallie said there is one area over which the Kentucky Air Guard has little control — the public utilities that supply the base with water and electricity.

Officials at both Louisville utilities say, however, that they will be ready Dec. 31.

Just in case, the state has asked the Kentucky Air Guard to establish a high-frequency radio facility on base linking the unit with Army Guard armories across the state.

"Other than that, it should be business as usual," said Col. Bill Leslie, wing commander.

"We're not going to mobilize anybody or have people on stand-by, but we'll be ready to help if we're needed."

Aerial Port

Continued from Front Page

porters, who have subsisted in a variety of hand-me-down quarters since the unit's inception nearly a decade ago.

The squadron's current physical plant is spread out across both the old and new motor pools, as well as the clamshell hangar, which once belonged to the maintenance squadron and isn't known for its comfortable working environment.

"We've been living in less-than-desirable conditions for almost 10 years now," said Chief Master Sgt.

Tommy Downs, mobility operations superintendent for the aerial port.

"We initially were in the fuel cell hangar at the old base, and we've been in the clamshell hangar ever since, so we're really looking forward to the new facility."

The aerial port's section of the structure will feature a warehouse, classrooms and an air terminal operations center with a flightline view.

"It will probably be the best APS facility in the Guard," Downs said.

The project is expected to be completed by July 2001, said Lt. Col. Tom Marks, commander of the 123rd Civil Engineer Squadron.

Raptor

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"What will allow us to face that threat is the F-22. That's what it was designed to do.

"The F-22 is an essential investment to achieve air dominance. It is the key enabler for 21st century combat operations," Bolton said.

"The reason the Air Force is pushing so hard on this aircraft is that it is truly a cornerstone for us.

"If we don't control the air, we cannot protect AWACS; we cannot protect Joint STARS; we cannot protect other force packages; and consequently, we can't help our colleagues on the ground or on the water."

The six F-22s will cost the Air Force nearly \$85 million per plane.

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